



PLANNING COMMISSION SYNOPSIS

Thursday, August 4th, 2016

CALL TO ORDER

Vice Chairperson Spiess called the Planning Commission meeting to order at 6:00 PM in the City Council Chambers of the Bloomington Civic Plaza.

COMMISSIONERS PRESENT: Spiess, Batterson, Bennett, Goodrum, Solberg, Snyder, Swanson

COMMISSIONERS ABSENT:

STAFF PRESENT: Markegard, Centinario, O'Day

Vice Chairperson Spiess led the attendees in the reciting of *The Pledge of Allegiance*.

ITEM 1

6:01 p.m.

CASE: PL2016-120

APPLICANT: Kimley Horn

LOCATION: 8100 24th Avenue South

REQUEST: Major revision to Final Development Plan for the renovation of the Metro Transit Mall of America Transit Station

SPEAKING FOR THE APPLICANT:

Mary Springer, 3751 Harriet Avenue, Minneapolis, MN 55409

Pat Jones, 500 6th Avenue N, Minneapolis, MN 55411

PUBLIC HEARING DISCUSSION:

Centinario provided the location and noted surrounding uses of the transit station. The proposed modifications include replacing and reorienting the existing transit station that will include transit space, police substation, break and storage area, future retail space, and public restrooms. There would be a direct connection from 24th Avenue to Level 1. He displayed photos of the existing station showing pedestrian challenges, and conflicts between buses and delivery vehicles. The landscape plan would remove 20 existing trees to be replaced with 28 new trees plus new shrubs. The proposed interior building materials include terrazzo. The proposed floor plan shows bike racks, break rooms, light rail transit tracks and escalators. The minimum drive lane for 90 degree parking is 24 feet. They will need a one or two foot deviation for drive aisle width for one portion of their employee parking area. They will be adding three stalls but will need a one or two foot deviation to make it work. Staff sees the need for a future pedestrian bridge over 24th Avenue to the adjoining lands for future development and asked for a conceptual design to make sure the station plans did not precludes such as grade separated crossing. There will be placemaking elements outside the station.

Mary Springer said one intent of the proposal is to improve safety. There will be enhanced lighting and improved sightlines for pedestrians and vehicles. The exterior building materials are

not proposed at this time. They included a conceptual pedestrian bridge location in their proposal. The project schedule includes bidding documents in September 2016 with construction to be completed by January 2017. The project budget is \$25 million.

Pat Jones said the Mall of America Transit Station draws 2.7 million riders annually. The station is in need of a major face lift and improved safety measures. Metro Transit has strong partnerships with the City and the Mall of America. In 2006, transit police operations at the Mall and Bloomington Police Department operations were combined. He thanked staff for their work on the transit station.

Goodrum asked about the proposed bike stalls. How do the bikes circulate through the station?

Centinario stated the sidewalk along 24th Avenue will be widened to 10 feet. There will be an open terrace area to access the bike racks station from the sidewalk.

Goodrum asked about signage for bike racks.

Centinario stated signage is not yet designed at this point but is a good consideration.

Solberg asked for clarification about the surcharge of the storm sewer.

Tom Bowlin stated it is a rare internal issue not related to the City system.

Centinario said the City has not experienced that issue before. The systems in place are more than adequate.

The public hearing was closed via a motion.

ACTIONS OF THE COMMISSION:

M/Bennett, S/Goodrum: To close the public hearing. Motion carried 7-0.

M/Bennett, S/Solberg: In Case PL2016-120, having been able to make the required findings, I move to recommend City Council approval of a major revision to the Final Development Plan for the renovation of the Metro Transit Mall of America Transit Station at 8100 24th Avenue South, subject to the conditions and Code requirements attached to the staff report.
Motion carried 7-0.

RECOMMENDED CONDITIONS OF APPROVAL:

The following conditions are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all other applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

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| 1. | Prior to Permit | Provide copies of revised and recorded joint access, transit, and MOA Transit Center easement agreements. |
| 2. | Prior to Permit | The applicant must identify potential locations for South Loop District |

- placemaking elements.
3. Prior to Permit The Grading, Drainage, Utility, and Erosion Control plans must be approved by the City Engineer.
 4. Prior to Permit Access, circulation and parking plans must be approved by the City Engineer.
 5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
 6. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
 7. Prior to Permit Signs must be in conformance with the requirements of Chapter 19, Article X of the City Code and the Mall of America master sign plan, as amended. No signage is approved through the final development plan.
 8. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
 9. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
 10. Prior to Permit A Construction Management Plan, including construction phasing and staging, must be submitted for review and approval by the City.
 11. Ongoing All construction stockpiling, staging, and parking must take place on-site and off adjacent public streets and public rights-of-way.
 12. Ongoing Alterations to utilities must be at the developer's expense.
 13. Ongoing Development must comply with the Minnesota State Accessibility Code (Chapter 1341).
 14. Ongoing Transit station design must not preclude the implementation of a pedestrian bridge between the transit station and MOA Phase III, located east of 24th Avenue South and East 82nd Street.